



LAKE NONA PARCEL 10



Location Map

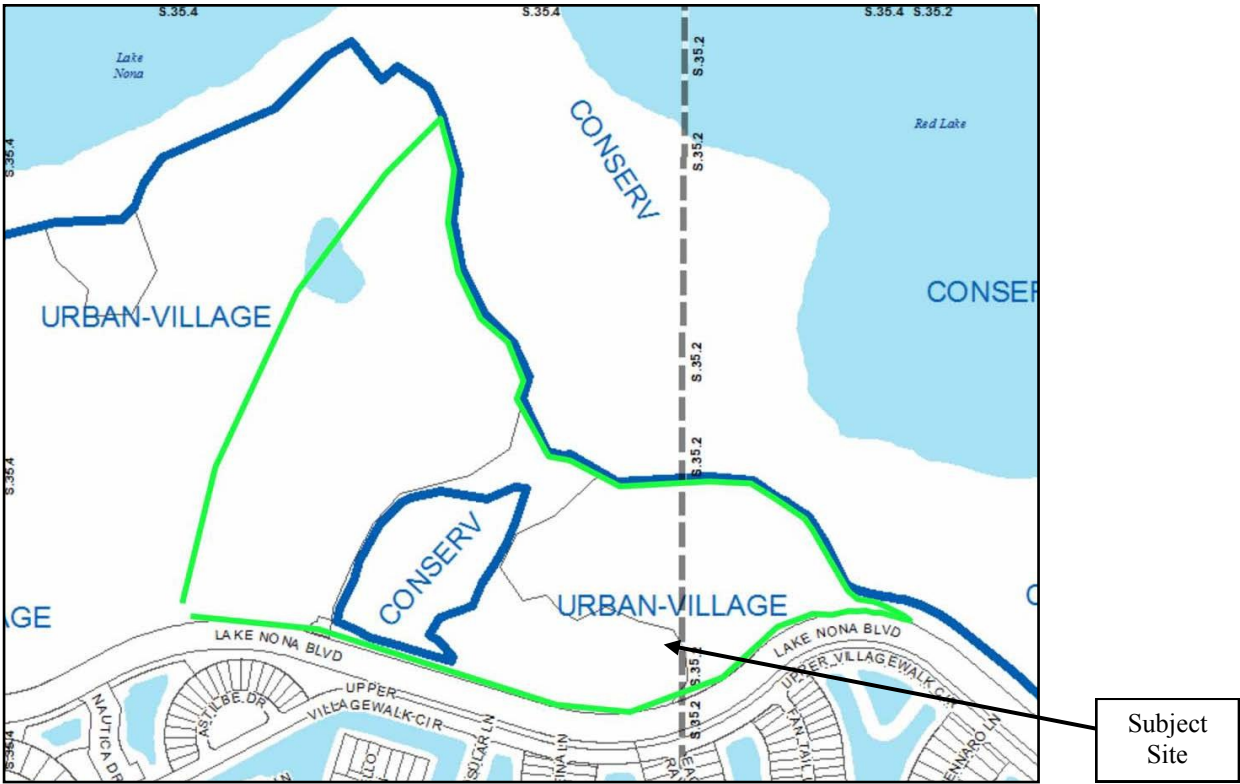


Subject Site

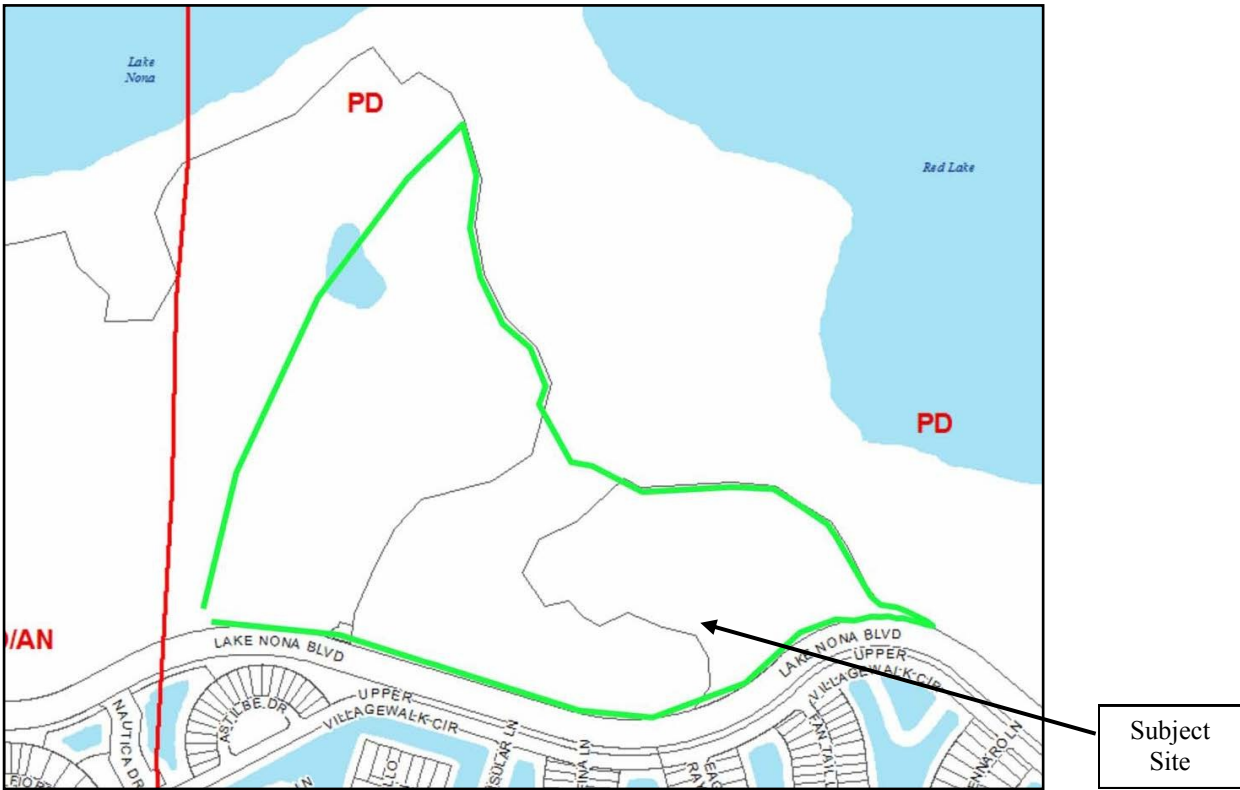
SUMMARY

<p>Owner</p> <p>Scott I Peek, Jr. Lake Nona Land Company, LLC</p> <p>Applicant</p> <p>Heather Isaacs Lake Nona Land Company, LLC</p> <p>Project Planner</p> <p>Michelle Beamon, AICP</p>	<p>Property Location: The subject property is located north of Lake Nona Boulevard, west of Narcoossee Road, and south of Red Lake (54.5 acres, District 1).</p> <p>Applicant's Request:</p> <ol style="list-style-type: none"> 1. Specific Parcel Master Plan (SPMP) for a 1,600,000 sq. ft. corporate training facility; which includes 1,200 lodging rooms, 550,000 sq. ft. of corporate training and conference space plus ancillary uses to operate the facility, corporate retreat area, a private boardwalk and boat dock area and 528 parking spaces. 2. Preliminary Plat for the development. 	<p>Staff's Recommendation:</p> <p>Approval subject to the conditions in the staff report.</p>
<p>Updated: September 16, 2016</p>		

FUTURE LAND USE MAP



ZONING MAP



MASTER PLAN ANALYSIS

Project Description

The subject property is located north of Lake Nona Boulevard, west of Narcoossee Road, east of Wellspring Drive and south Red Lake. This site is within the Lake Nona Development of Regional Impact (DRI Parcel 10) and is approximately 54.5 acres. The site is currently designated Urban Village and Conservation on the Official Future Land Use Map and is zoned PD.

This proposed Specific Parcel Master Plan (SPMP) is for a corporate training facility with conference space, lodging rooms, associated ancillary uses and employee parking. The proposal is for a total of 1,600,000 sq. ft. which includes 1,200 lodging rooms, 550,000 sq. ft. of corporate training and conference space plus ancillary uses to operate the facility, corporate retreat area, a private boardwalk and boat dock area and 528 parking spaces.

Phase 1: 780,000 sq. ft., which includes 800 hotel rooms and 350,000 sq. ft. of corporate training and conference space plus ancillary uses to operate the facility

Phase 2: 535,000—820,000 sq. ft., which includes 400 hotel rooms and 200,000 sf corporate training and conference space plus ancillary uses to operate the facility

This proposal is being reviewed as a corporate training facility and not a hotel. The proposal states that the “site has been designed as a campus to allow for onsite overnight lodging for corporate employees, corporate training facilities, recreational amenities for the corporate employees and onsite employee parking. The intent is for this facility to host corporate employees for weeklong stays with shuttle busses providing the majority of the transportation for the corporate employees to and from the facility. The onsite parking will be for employees of this facility, short term parking, visitor, and guest parking applicable for this use and operations.” This changes how the parking requirements and transportation impact fees for the site are evaluated.

Previous Actions:

- The current DRI development order, the Fourth Amended and Restated Development Order for the Lake Nona Development of Regional Impact, was adopted by the City of Orlando on August 6, 2007. The First Amendment to the Fourth Amended and Restated Development Order for Lake Nona Development of Regional Impact, was approved by the City Council on March 17, 2008. The Second Amendment to the Fourth Amended and Restated Development Order was approved by the City Council on June 4, 2012. The Third Amendment to the Fourth Amended and Restated Development Order was approved by the City Council on October 21, 2013. The Fourth Amendment to the Fourth Amended and Restated Development Order was approved by the City Council on June 15, 2015.
- The current amended and restated PD ordinance, referenced Document #0708201010, was approved on August 20, 2007. Amendments to the PD ordinance was also approved by the City Council on March 17, 2008 (Document #0803171001), June 18, 2012 (Document #1206181201), October 21, 2013 (Document #131021901), and July 13, 2015 (Document #1507131205).
- The project is undergoing a DRI amendment (DRI2016-00003) and a PD amendment (ZON2016-00017) to allow for this development program. This applications were approved by the Municipal Planning Board on August 15, 2016.
 - ◊ The DRI amendment will consolidate Parcel 10a, Parcel 10b and Parcel 10c into Parcel 10 on Map H and to amend the Parcel 10 designation from Airport Support District—Medium Intensity and Residential Neighborhood to Airport Support District—Medium Intensity on Map H.
 - ◊ The PD amendment will consolidate Parcel 10a, Parcel 10b and Parcel 10c into Parcel 10 on the PD map, to amend the Parcel 10 designation from Airport Support District—Medium Intensity and Residential Neighborhood to Airport Support District—Medium Intensity on the PD map and to update the height limit on Parcel 10 to 10 stories.
- The applicant has submitted a determination application (LDC2016-00290) regarding the Conservation future land use area; to impact the wetlands contained within the Conservation area and amend the designation from Conservation to Urban Village. The applicant provided a release of conservation easement as well as a letter from the Department of the Army (dated July 12, 2016) to modify permit # SAJ-2002-03246 (IP-TSB) to clarify the permitted wetland fill extent. The exhibit to the letter notes the following:
 - ◊ Wetland 3, 4.39 acres. Jurisdictional wetlands approved for impact by SFWMD (Permit 48-00195-S, Application #091112-2) and ACOE (Permit No. 2002-03246 (IP-TB)).
 - ◊ Wetland 20, 3.09 acres. Jurisdictional wetlands approved for impact by SFWMD (Permit 48-00195-S, Application #091112-2) and ACOE (Permit No. 2002-03246 (IP-TB)).
 - ◊ Wetland 5, 7.462 acres. Jurisdictional wetlands approved for impact by SFWMD (Permit 48-00195-S, Application #091112-2) and ACOE (pending). Existing conservation easement No. 1 (ORB 10898, PG 8922) pending release.
 - ◊ Wetland 5, 0.54 acres. Jurisdictional wetlands approved for impact by SFWMD (Permit 48-00195-S, Application #091112-2) and ACOE (Permit No. 2002-03246 (IP-TB)).

The determination letter on this subject has not been issued to date.

Project Context

The subject property is located within Parcel 10 of the Lake Nona DRI, a community located in the southeast section of Orlando. More specifically, the site is located north of Lake Nona Boulevard and the Village Walk neighborhood and east of the future United Stated Tennis Association (USTA) training facility. The proposed corporate training facility would be compatible with the surrounding planned uses.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Conservation	PD	Vacant area and Red Lake
East	Conservation	PD	Vacant area and Red Lake
South	Urban Village	PD	Residential Neighborhood (Village Walk)
West	Urban Village	PD and PD/AN	Vacant

Conformance with the GMP

The proposed SPMP is consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy) along with Goal 4 and its associated goals, objectives and policies. This assumes the letter of determination allows the future land use on the Conservation portion to be amended to Urban Village.

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

In order to be consistent with the Southeast Orlando Sector Plan, applications must be reviewed for compliance with LDC Chapter 68, which lays out the detailed development guidelines and standards for the Southeast Plan area. The proposed development is undergoing a DRI amendment to be categorized as “Airport Support District—Medium Intensity” in the Lake Nona DRI/PD. According to LDC Section 68.200 (c) (1), an Airport Support District shall be the primary employment locations within the Southeast Plan area. The street network and hierarchy of uses in the Airport Support District-Medium Intensity category shall encourage residents to use alternatives to single-occupancy vehicles to get from home to work or for mid-day errands. Section 68.207 and Section 68.208 outlines the guidelines that applies to Airport Support District-Medium Intensity. In the ASD-1 (medium intensity) district, Traditional Design standards shall apply to all retail uses equal to or greater than 0.25 FAR, office and hotel development equal to or greater than 0.5 FAR, and industrial development equal to or greater than 0.5 FAR.

- Primary Employment Centers.** According to Section 68.208(a), “*The ASD-1 and ASD-2 districts shall be the primary employment locations within the Southeast Plan area. It is a goal of the Plan to create a community structure that will encourage people to both live and work in the community. The street network and hierarchy of uses in these districts should encourage residents to use alternatives to single-occupancy vehicles to get from home to work, including: carpooling, transit, walking and bicycling. Retail, commercial, recreation, and civic uses should be provided to maximize the potential for employees to take care of daily errands within these districts, thereby reducing mid-day traffic. However, these commercial uses should not take away from the primacy of the Town, Village or Neighborhood Centers.*” The proposed development adds an employment opportunity to the Lake Nona development. This additional employment opportunity will encourage people to live and work in the community.
- Pattern of Streets and Buildings.** According to Section 68.208(b), “*Within larger blocks of employment use, pedestrian/ bicycle pathways shall be provided to increase accessibility within the block and to adjacent areas within the districts. All buildings should contribute to a cohesive city fabric and reinforce the overall goal of creating a walkable district. Buildings should offer attractive pedestrian scale features and spaces. Building placement and massing should relate to nearby buildings within the District and to the urban context.*” The proposed site plan does not display sidewalks and bike path, however, sidewalks and bike paths are required connecting to Lake Nona Boulevard at all of the project entrances and exits. This requirement is listed in this staff report as City Planning Condition #7.
- Mixed Use Precincts.** According to Section 68.208(c), “*ASD-1 areas shall be developed with a hierarchy of uses that create nodes of activity (mixed use precincts). More intensive uses - offices, hotel, restaurant and retail, and civic uses (i.e., day-care) - shall be clustered around public spaces in the mixed use precincts. Street networks shall provide pedestrian, transit, and bicycle access from surrounding areas of lower intensity office and industrial development.*” The proposed development has outdoor spaces that will be used by the attendees of the corporate training facility and this site is not in a mixed use precinct.
- Local Connections.** According to Section 68.208(d), “*Direct local street access within the districts and from surrounding areas of development shall be provided so that workers and visitors do not need to use only arterial streets for access.*” The proposed development is surrounded by wetlands and Red Lake on the eastern and northern boundaries. The develop-

ment has access to Lake Nona Boulevard.

- *Public Spaces.* According to Section 68.208(e), “Similar to mixed use centers and residential neighborhoods, parks and plazas shall be used to create an identity for the activity centers within the districts and to provide relief in the urban fabric.” The proposed development contains open space and amenity areas for the corporate training facility.
- *Relationship of Buildings to Public Spaces.* According to Section 68.208(f), “Buildings should reinforce and provide vitality to streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Where buildings are not used to form street edges, landscape treatments shall create a human-scaled pedestrian environment and a buffer to adjacent parking lots and work areas. Buildings should have human scale in details and massing. Free-standing or monument buildings should be reserved for civic uses.” The proposed building does not frame the street as it has a 50’ setback. However the landscape treatments frame the street and buffer the parking lots. The building elevations have not been submitted, when the buildings elevations are submitted for appearance review they will be expected to be human scale in details and massing.
- *Arterial Streets as Edges.* According to Section 68.208(g), “Arterial streets should be considered as edges to subareas within the districts, unless substantial pedestrian improvements are made and traffic is slowed along the arterial street.” Lake Nona Boulevard is considered an edge to this development.
- *Integration of Transit Stops.* According to Section 68.208(h), “Mixed use precincts within the districts should be considered major stops on the local transit network. Associated transit stop facilities should be integrated in the design of the node, centrally located, and easily accessible for pedestrians walking to and from the surrounding employment areas.” While the proposed development is an employment area, it is separated from other uses by wetlands, Red Lake and Lake Nona Boulevard. Once transit is available on Lake Nona Boulevard, a transit stop could be located in this area to serve this use.
- *Truck Access.* According to Section 68.208(i), “Truck traffic generated by uses within the districts shall be directed to the arterial street system and shall not be allowed to travel through adjacent residential neighborhoods.” The proposed development has access to Lake Nona Boulevard, the development traffic will not be routed through adjacent residential neighborhood.

Development Standards

Lake Nona Parcel 10 has been reviewed for conformance with the Airport Support District—Medium Intensity requirements shown in Future Land Use Policy 4.1.9 and LDC Sections 68.314—68.325. According to LDC Figure 68-A, hotel development in the Airport Support District—Medium Intensity designation equal to or greater than 0.5 FAR must adhere to Traditional Design, development less than 0.5 FAR may follow the conventional LDC (ASD-1). The proposed development is at 0.70 FAR, therefore, the development must adhere to Traditional Design and Chapter 68 of the Land Development Code.

Land Use Mix —LDC Figure 68-D

The land use mix is to be achieved on a project by project basis, though some flexibility may be granted for small sites after administrative review.

Table 2: Land Use Mix from Figure 68-D			
Use	Minimum Land Area	Maximum Land Area	Proposed Project
Residential	0%	65%	0%
Support Retail, Hotel & Services	10%	25%	100%
Office	15%	70%	0%
Industrial	0%	60%	0%
Civic	10%	None	0%

This proposal is for a corporate training facility. The facility will be providing recreational amenities and services for its guests. Therefore, flexibility is granted in regards to the land use mix as required by Figure 68-D.

Intensity

According to Future Land Use Policy 4.1.9, the minimum density is 5 du/gross acre with no minimum intensity for non-residential uses and the maximum intensity of 25 du/gross acre and 0.7 FAR for non-residential uses. The proposed development is for 1,600,000 sq. ft. on approximately 54.5 acres which yields an intensity of 0.67 FAR.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.90 according to the Airport Support District—Medium Intensity standards (AC-2 default zoning). The applicant is requesting a maximum ISR of 0.85 for this development. The site is being designed with a master stormwater system.

Setbacks—LDC Figure 68.I

The front setbacks is contained in Figure 68-I. The minimum setback for commercial uses is 0 feet and the maximum is 65 feet. The proposal has a front setback of 50 feet.

Building Height—LDC Figure 68-D

The allowed building height is 1 to 10 stories, which is consistent with the Plan Development maximum of 10 stories. The proposal is for a maximum building height of 10 stories.

Parking—LDC Figure 68-D

Per Figure 68-D, the parking ratio is to be equivalent to the City's AC-2 zoning district. The applicant has proposed a unique use of a corporate training facility. The application states that the "site has been designed as a campus to allow for onsite overnight lodging for corporate employees, corporate training facilities, recreational amenities for the corporate employees and onsite employee parking. The intent is for this facility to host corporate employees for weeklong stays with shuttle busses providing the majority of the transportation for the corporate employees to and from the facility. The onsite parking will be for employees of this facility, short term parking, visitor, and guest parking applicable for this use and operations." The project will be providing 539 total parking spaces, 100 of which are dedicated to guest, visitor and short term parking. Phase 1 is 275 employee parking spaces and 65 guest/visitor/short term parking and Phase 2 has 164 employee parking spaces and 35 guest/visitor/short term parking.

Parking—LDC Section 68.322.d-e

Additional parking standards are included in Part 4, Circulation Standards. However, the following standards affect non-residential structures:

- d) Surface Parking. For all commercial or employment uses other than industrial and warehousing, surface parking areas should be planted with shade trees at an approximate ratio of one tree for every five spaces. Trees should be set into a tree grate or landscaped walkway and protected by bollards or tree guards.
- e) Permeable Paving. The use of permeable paving to reduce surface run-off may be permitted, particularly in over-flow and seasonal parking areas. However, retention and detention facilities shall be required as per OUSWMM.

This development shall provide compliance with this section of code with the appearance review application. The required shade trees within the parking lot can be partially accommodated at the perimeter of the parking lot.

Traditional Development Standards—LDC Section 68.313

Lands designated for Airport Support District uses are generally more automotive in scale, yet where Traditional Design standards apply, retain provisions for internal pedestrian connections and building elements that acknowledge the public realm, particularly within mixed use precincts. The mixed use building standards typically apply in a mixed use precinct, but are not necessarily applicable to employment areas. Staff recommends using these standards as a guideline and approve alternative standards for this unique use.

Relationship of Buildings to Streets and Parking—LDC Section 68.314.a-c

- a) Principal Orientation. The primary facades of all buildings in commercial, employment and mixed use centers shall contain the primary entry and face a public street, except in limited circumstances where parking lots may be placed at street edge. In these cases, the primary facade shall front onto a publicly accessible walkway that leads directly from the street to the establishment's front door without crossing a vehicular travelway.
- b) Primary Entries and Facades. The primary entry(s) of both business establishments and residential uses in commercial, employment, and mixed use centers shall be visible and accessible directly from a public street. Primary facades that front onto a street should be built parallel to the public right-of-way.
- c) Street-Facing Facades. Street facing facades shall be lined with windows. Blank walls and/or garage doors shall not occupy over 50% of a principle frontage, and a section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry. Industrial/warehouse building shall not have a section of blank wall exceeding 30 linear feet without being interrupted by a window, entry, pilaster, lattice, change in plane, or similar element. The street-facing portion of industrial/warehouse buildings should have administrative areas, offices, breakrooms, and other uses that require windows and entries in

order to maximize articulation and human activity at the front of these buildings. The project must meet the intent of this condition but may provide alternatives due to the curving building and road frontages. While the primary entrance may not be visible from the public, due to the set back and grade change, the primary entrance must be accessible from the public street.

Facades and Roof Form—LDC Section 68.318.a, b, e, and g

- a) Articulation. All exterior walls of a building should be articulated with a consistent style and materials. Buildings should use consistent materials and details on all sides that front public streets and trails.
- b) Base and Top Treatments. All facades shall have:
 - 1. A recognizable "base" consisting of (but not limited to): (a) thicker walls, (b) richly textured materials (e.g. tile or masonry treatments), (c) special materials such as ceramic tile, granite and marble, (d) contrasting colored materials, mullion, and/or panels.
 - 2. A recognizable "top" consisting of (but not limited to): (a) cornice treatments, (b) roof overhangs with brackets, (c) stepped parapets, (d) richly textured materials (e.g. tile or masonry treatments), and/or (e) differently colored materials; colored "stripes" are not acceptable as the only treatment.
- e) Entries. Primary pedestrian entries should be clearly expressed and be recessed or framed by a sheltering element such as an awning, arcade, porch or portico.
- g) Roof Form. Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features.

Elevations were not submitted as part of this application. The elevation will be reviewed through an appearance review application, this condition must be adhered to at that time.

Visual Character—LDC Section 68.319

- a) Climatic Response. Building exteriors should provide shelter from the summer sun. Porticos, awnings, arcades, and overhanging eaves are particularly appropriate at pedestrian pathways. Garden structures such as trellises and arbors (with or without vines) should be used to provide dappled shade for pedestrian seating areas.
- b) CPTED. Mixed use and commercial developers/builders shall utilize the design features presented in the Crime Prevention Through Environmental Design "Your Guide to Creating a Safe Environment" booklet prepared by the City Planning Department and shall incorporate appropriate safety techniques into non-residential development.
- c) Signage. Signage within Mixed Use Centers and Mixed Use Precincts shall conform to the AC requirements specified in Chapter 64, Section 64.228, Signs Inside the Traditional City.
- d) Billboards. As per GMP Future Land Use Policy 4.1.18, new and/or replacement billboards shall be prohibited in the Southeast Orlando Sector Plan area. This prohibition applies to areas developed under both Traditional Design and Conventional LDC standards.

The architecture of the project may not support garden structures being used as shade structures; however if pedestrian seating areas are incorporated into the project they should be shaded in some way.

Massing—LDC Section 68.320

- a) Vary Massing of Large Buildings. A single, dominant building mass should be avoided. Substantial variations in massing should include changes in height and horizontal plane. Horizontal masses should not exceed a height/width ratio of 1:3 without a substantial architectural element that either projects up or away from the building, such as a tower, bay, lattice, or other architectural feature. False fronts or parapets create an insubstantial appearance and should be avoided. Stepping the building can also reduce the apparent scale of the building and establish a "base" and a "top". Changes in mass should relate to structural system(s) and the organization of interior space.
- b) Highlight Building Entries. Building massing should be used to call-out the location of building entries. For example, greater height can be used to accentuate entries in the form of tower elements, tall voids, or a central mass at an entry plaza.

Elevations were not submitted as part of this application. The elevation will be reviewed through an appearance review application, this condition must be adhered to at that time.

Materials—LDC Section 68.321

- a) General. Buildings should support regional traditions. Buildings shall have consistent materials and details on all sides that are visible from public streets and trails.
- b) Windows.
 - 1. Window Openings. Windows should be vertical or square in proportion.
 - 2. Windows should be inset a minimum of 2 inches from the exterior wall surface.
 - 3. Mirrored glass is prohibited.
 - 4. Glass curtain walls are prohibited.
 - 5. Clear glass shall be used for storefront windows and doors.
- c) Simulated Materials. Materials that are visibly simulated or prefabricated are discouraged. Material changes should not occur at

external corners, but may occur at "reverse" or interior corners or as a "return" at least two feet from external corners. Scored plywood (such as "T1-11") shall not be permitted.

- d) Proper Application and Detailing. Materials shall be properly applied and correctly detailed, especially at the base of buildings, along cornices, eaves, parapets or ridge tops, and around entries and windows.
- e) Climate and Pest Considerations. Sustainability of built structures is extremely important. Materials shall be chosen which take into account the regions' high humidity and the very real dangers associated with termites. Wood structures should be avoided where possible and hardie board, masonry and/or stucco are preferred for exterior surfaces.
- f) Fire Sprinklers. All non-residential buildings greater than 100 habitable square feet shall be equipped with fire sprinklers. Elevations were not submitted as part of this application. The elevation will be reviewed through an appearance review application, this condition must be adhered to at that time, with the following alternative standards. Glass curtain walls shall be permitted and mirrored glass shall be allowed in limited locations. Storefront windows and doors shall be permitted to use Low-E glass, which is slightly tinted.

Landscaping and Street Furnishing—LDC Section 68.324

- a) Parking Lot Frontage. Where parking lots occur along streets, a landscaped area in accordance with Conventional LDC standards shall be provided to minimize views of parked cars from the street and shall be permanently maintained.
- b) Shade Trees. Broadleaf trees should predominate in parking areas and public plazas to provide shade in the summer and allow sun in the winter.
- c) Screening Devices. Evergreen shrubs and trees should be used to screen mechanical equipment, loading areas, etc.
- d) Pedestrian Seating Areas, Trash Receptacles and Transit Shelters. These items should be made of durable, high quality materials which visually reinforce nearby buildings.
- e) Markers. Entry posts, columns, and/or landscaping should be installed where an internal sidewalk intersects with a public sidewalk.
- f) Screening Loading Docks and Ground-Mounted Equipment. Loading areas, transformers, heating units and other ground-mounted equipment shall be visually screened with opaque walls or fences.

A draft landscaping plan was submitted as part of this application. A bufferyard B is required between the proposed use and the residential single family to the south. The final site plan, to be submitted with the appearance review application, should have some areas with thicker landscape buffers adjacent to Lake Nona Boulevard. The loading dock and dumpster area is located in front of the front façade. The loading dock area must be surrounded by a wall that screens the trucks as well as a thick landscape buffer, as depicted on the draft landscape plan.

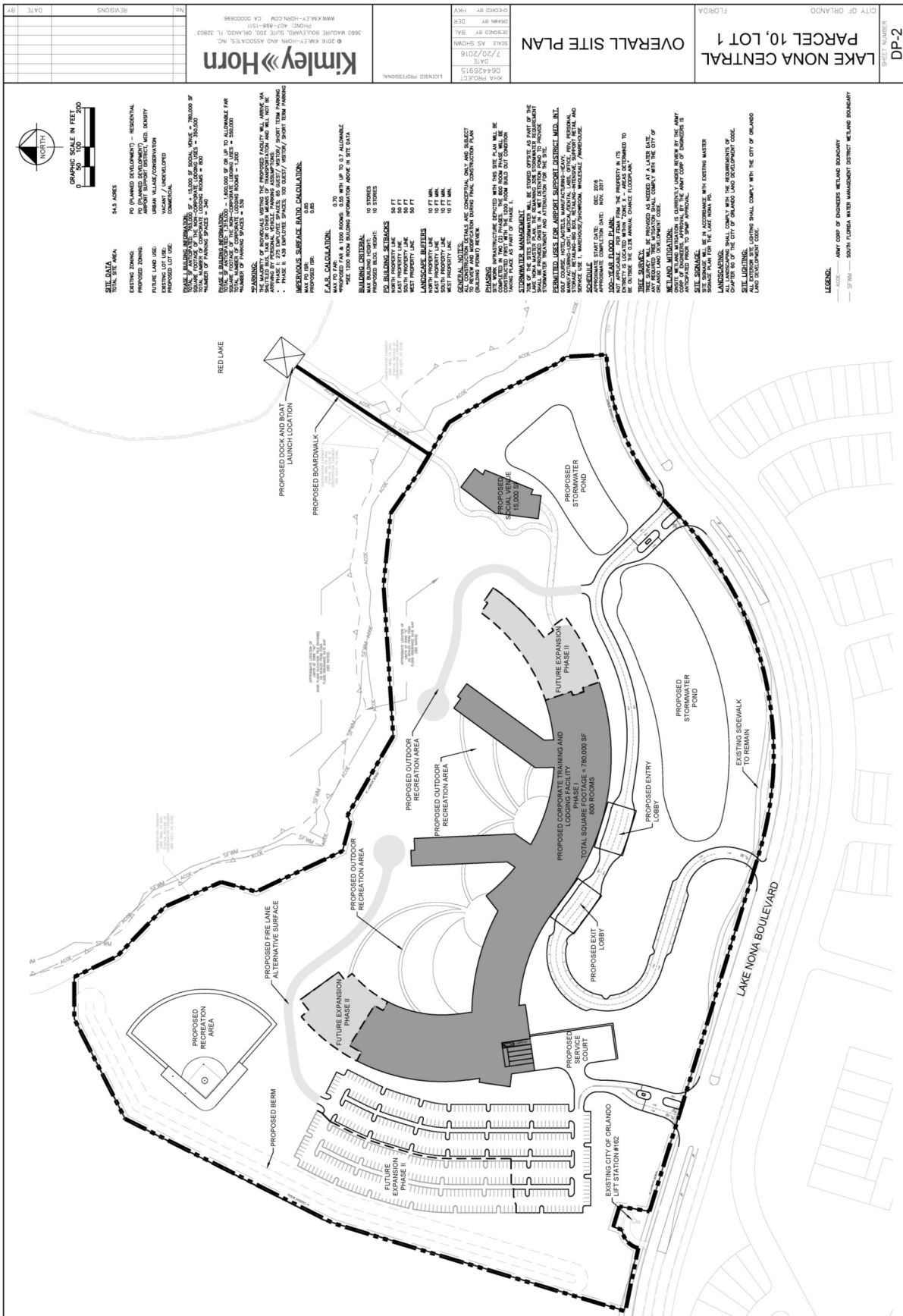
Circulation Guidelines and Standards

The development is not proposing any new streets, therefore LDC sections 68.401 (street cross sections), 68.402 (bicycle accommodation), 68.403 (transit accommodations), 68.404 (connectivity index) and 68.405 (traffic calming) are not applicable.

AERIAL MAP



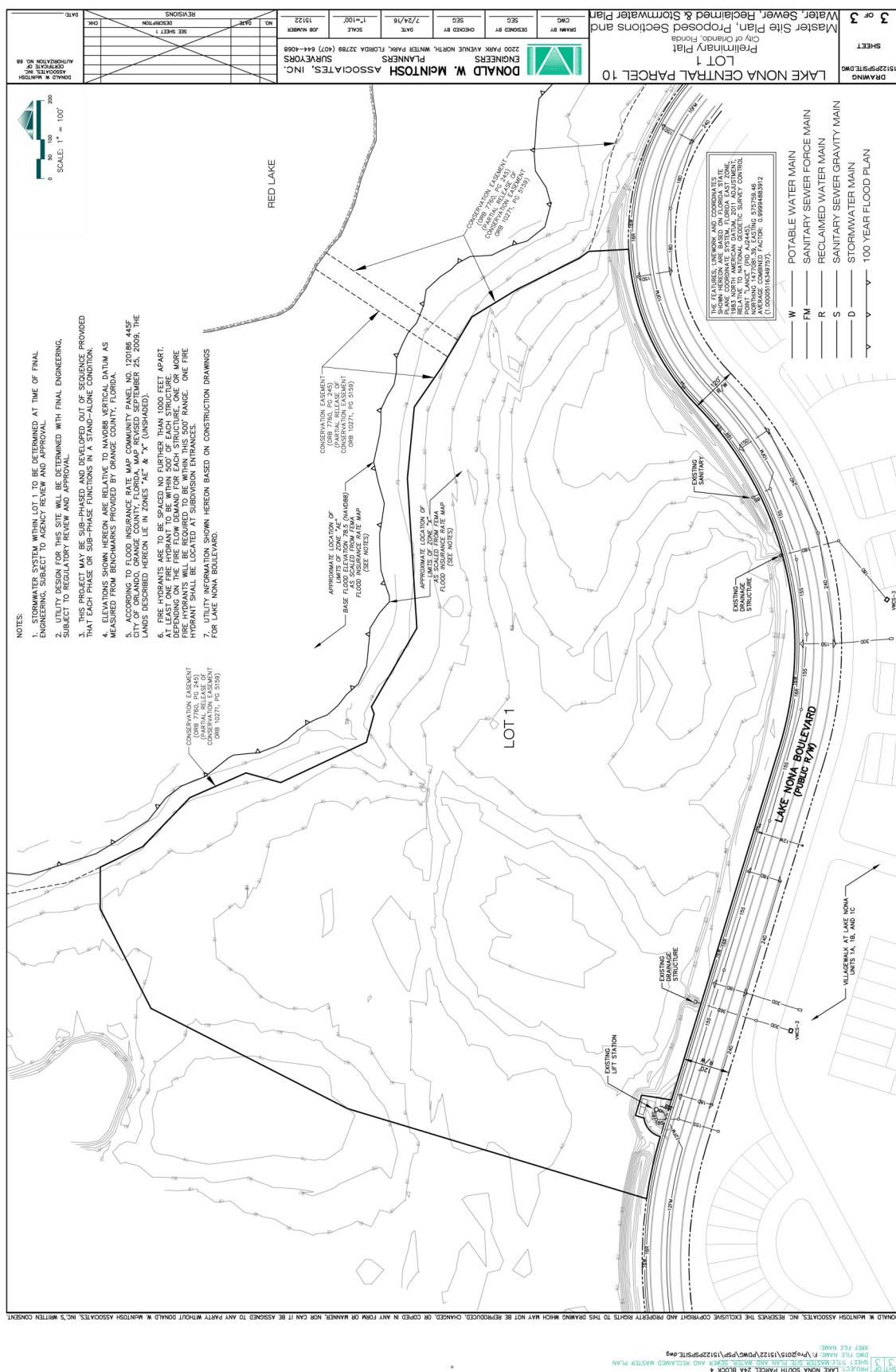
PROPOSED SITE PLAN



PROPOSED LANDSCAPE PLAN



PROPOSED WATER/SEWER/RECLAIMED EXHIBIT



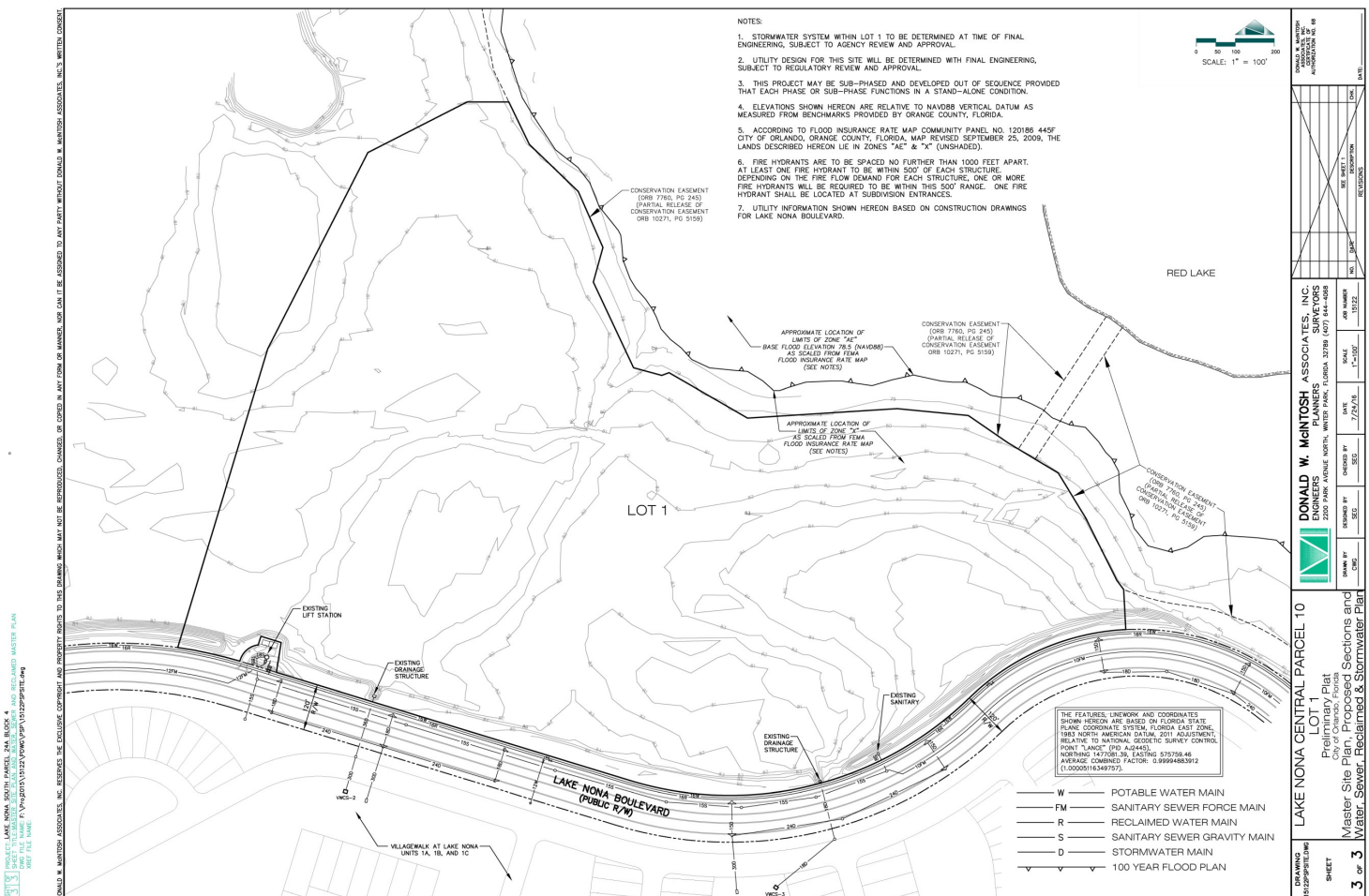
SUBDIVISION ANALYSIS

Major Subdivision:

This submittal also includes a major subdivision plat application. According to Section 65.425 of the Land Development Code, "The purpose of the Major plat review process is to ensure compliance with the City's Land Development Code and the City's Comprehensive Growth Management Plan. This process also provides for a complete review of technical data and preliminary construction and engineering drawings for proposed subdivisions that are not eligible for a waiver of the platting requirements and that require construction of streets or public improvements. The review includes evaluation of potential impacts on both the site and surrounding areas, and resolution of planning, engineering, and other technical issues so that development may proceed."

The proposed project is a one lot plat.

PRELIMINARY PLAT



SITE PHOTOGRAPHS



Subject property, on Lake Nona Blvd facing north.



Lake Nona Blvd facing west, the subject property is on the right of the photograph.

FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Specific Parcel Master Plan applications contained in Section 65.336 of the Land Development Code (LDC):

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, Chapter 68 of the Land Development Code.
6. The proposal is consistent with the requirements of the Lake Nona PD.
7. The proposal is compatible with the surrounding development and neighborhood pattern.
8. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Specific Parcel Master Plan subject to the conditions below:

CONDITIONS OF APPROVAL

City Planning

1. *SUBJECT TO CODES –ZONING*

Except as provided herein, the development is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies.

2. *PERMIT ISSUANCE*

As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.

3. *DEVELOPMENT REQUIREMENTS*

Except as modified herein, the project shall be developed in accordance with the requirements of the Growth Management Plan, Chapter 68 of the Land Development Code, the Lake Nona PD, and any other pertinent provisions of the Conventional LDC, and all previous agreements between the City and property owner.

4. *APPROVAL*

Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within thirty-six (36) months of approval of the Specific Parcel Master Plan (by the City Council) or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown.

5. *APPEARANCE REVIEW*

Appearance review is required, it will be approved via a Planning Official Determination. Prior to submittal of building permits, the applicant shall submit 4 copies of a request for a Planning Official Determination that includes a site plan, landscaping plan, parking lot details, elevations for all four sides of each building, transparency calculations, location of dumpsters and mechanical equipment, materials used for the building, and any other information needed to demonstrate compliance with the conditions of this report, including Urban Design Conditions #1 and #2, and the Southeast Sector Plan, specifically LDC sections 68.313, 68.314.a, b and c, 68.316, 68.319, 68.320, 68.321, 68.322.d and e, 68.324 and 68.402. The building elevations are expected to be human scale in details and massing.

6. *SIGNAGE*

Signs are not approved as part of this application, a separate sign master plan is required. The sign master plan can be submitted as part of the Appearance Review.

7. *SIDEWALKS AND BIKE PATHS*

The proposed site plan does not display sidewalks and bike paths, however, sidewalks and bike paths are required connecting to

Lake Nona Boulevard at all of the project entrances and exits. The site plan must be amended and submitted with the Appearance Review application to display the sidewalks and bike paths.

8. *IMPERVIOUS SURFACE RATIO*

The narrative states the ISR will not exceed 0.90. The applicant is requesting a maximum ISR of 0.85 for this development. The site is being designed with a master stormwater system.

9. *BUILDING HEIGHT*

The development shall be a maximum of ten stories.

10. *PARKING*

The project will be providing 539 total parking spaces, 100 of which are dedicated to guest, visitor and short term parking. Phase 1 is 275 employee parking spaces and 65 guest/visitor/short term parking and Phase 2 has 164 employee parking spaces and 35 guest/visitor/short term parking.

11. *REQUIRED PARKING LOT TREES*

The shade trees within the parking lot, as required by LDC Section 68.322.d, can be partially accommodated at the perimeter of the parking lot.

12. *WINDOW ALTERNATIVE STANDARDS*

Alternative standards are approved for LDC Section 68.321.b.3-5. Glass curtain walls shall be permitted. Mirrored glass shall be allowed in limited locations. Storefront windows and doors shall be permitted to use Low-E glass.

13. *LANDSCAPING*

A draft landscaping plan was submitted as part of this application. A bufferyard B is required between the proposed use and the residential single family to the south. The final site plan, to be submitted with the appearance review application, should have some areas with thicker landscape buffers adjacent to Lake Nona Boulevard, while allowing for areas with less landscaping to allow for some views into the site. The loading dock and dumpster area is located in front of the front façade. The loading dock area must be surrounded by a wall that screens the trucks as well as a thick landscape buffer, as depicted on the draft landscape plan.

14. *RECORDING OF THE FINAL PLAT*

The final major plat shall be reviewed by City Planning to determine if all conditions are met prior to the recording of the plat.

15. *CHANGE OF USE*

If a change of use from corporate training center to hotel is requested for this site in the future, the following will be required.

- a. An SPMP application exhibiting how the site meets the City's LDC, specifically with minimum and maximum parking spaces.
- b. The transportation impact fees will be subject to review based on the change in use.

Transportation Planning

TPL has the following conditions for the MPL case. We have no comments for the Plat.

1. *BICYCLE PARKING*

Provision shall be made for 10 long-term bicycle spaces for use by employees and staff. Long-term bicycle parking may consist of bicycle lockers, bike stations, bicycle racks in covered loading dock areas or parking garages, and bicycle parking spaces that are indoors or otherwise protected from the weather. Spaces shall include means for riders to fully secure their bicycles. Location of spaces shall be shown on any plans submitted to Permitting Services.

2. *TRANSPORTATION IMPACT FEES*

Any new construction, change in use, addition, or redevelopment of a site or structure shall be subject to a review for Transportation Impact Fees. An estimated Transportation Impact Fee in the amount of \$808,640.00, based on the construction of 800 dormitory units (to be located on the subject site), will be due at the time of building permit issuance, subject to change upon final permit plan review. For a copy of the complete ordinance or impact fee rate chart, you may reference our website at: <http://www.cityoforlando.net/planning/Transportation/ifees.htm>

Wastewater

Wastewater Division Review of the building permit plans is required. The proposed land use changes will result in increased wastewater flows. The Master Wastewater Plan shall be evaluated in conjunction with this Master Plan amendment.

Police**1. DISTRIBUTED ANTENNA SYSTEMS (DAS)**

This condition applies to any building that is 4 stories or more in height and any areas that are below grade. All buildings shall provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting.

Adequate indoor radio coverage shall include the following standards:

- 1) Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 2) Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 3) The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services shall determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage shall constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
- 4) If any part of the installed system or systems contains an electrically powered component, the system shall be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system shall automatically charge in the presence of external power.
- 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
- 6) Developments must comply with NFPA 72-2010 – National Fire alarm and Signaling Code, Public Safety In-Building Requirements, as it pertains to emergency communications systems (ECS), and their components.

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or Rebecca.gregory@cityoforlando.net. The OPD Technical Review Committee representative, Audra Nordaby 407.246.2454, can also assist the applicant in contacting the Emergency Communication Representatives.

Urban Design**1. PEDESTRIAN CONNECTIONS**

Pedestrian connections must be located from the building to the parking lot as between the sidewalk and the entrance to the building (along the access drive and direct).

2. PHASE 2 EXPANSION

There must be an interim condition for the phase 2 expansion area. A solid wall will not be acceptable as an interim condition.

Development Review**1. PROJECT ENTRANCES**

At all project entrances, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment shall obstruct vision between 3 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the street corner visibility requirements (Chapter 60, Sections 60.141 through Sections 60.143) and the driveways and curbcuts requirements (Chapter 61, Sections 61.101 through Sections 61.107) of the Orlando Land Development Code (LDC).

2. ON-SITE INSPECTION FEE

At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.

3. *STORMWATER SYSTEM*

The owner/developer is required to connect to the Lake Nona master stormwater system.

4. *CONSTRUCTION ACTIVITIES*

Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.

5. *DRAINAGE CALCULATION AND GEOTECHNICAL REPORT*

Need to provide drainage calculation and Geotechnical report for this development. A Stormwater Pollution Prevention Plan need to be submitted in accordance with the Florida Department of Environmental Protection (FDEP) requirement.

6. *ENGINEERING STANDARDS MANUAL*

The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. Unless otherwise previously approved in the Lake Nona Annexation Agreement, Developers' Agreement, Planned Development ordinance(s), or City approved Master utility and Stormwater management / approved mass grading plans, all plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.

7. *CONCURRENCY CAPACITY*

The Lake Nona DRI development has a Concurrency capacity committed to it. The capacity will be deducted from the Lake Nona account at the time of permitting. An Assignment of Committed Trips form is required from Lake Nona as a condition of building permit issuance.

8. *PLAT*

This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.

9. *FUTURE ELEVATION*

All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

10. *TREE PERMITS*

Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees.

Contact the Bureau of Parks (407) 246-2283 for a tree encroachment permit prior to encroaching within the canopy of any 4" caliper or larger trees.

11. *REFUSE CONTAINER SITES*

In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites.

The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.

12. *BUILDING HEIGHT*

Review and approval for the proposed building height is required from the FAA prior to permit plan submittal.

13. *SEWER BENEFIT FEE*

The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.

14. *STORM WATER POLLUTION PREVENTION PLAN*

A storm water pollution prevention plan (SWPPP) is required and it will need to include an erosion control plan.

Transportation Engineering

Recommend approval with conditions.

1. *PEDESTRIAN CONNECTION*

- Provide a pedestrian connection in the form of a sidewalk from Lake Nona Blvd to Facility.
2. **HANDICAPPED PARKING**
Handicapped parking will be required that meets ADA regulations for accessibility to the facility.
 3. **PUBLIC SIDEWALK**
Any portion of the public sidewalk that is within the property boundary will require a City Services Easement. This easement will be shown on the face of the plat.
 4. **PARKING LOT AND PARKING SPACES**
Parking lot and parking space dimensions shall comply with Orlando LDC and ESM.
 5. **PROJECT ENTRANCES**
At all project entrances, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment shall obstruct vision between 2 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index. Sight lines shall be provided on both site plans and landscape plans.
 6. **FINAL SITE PLAN**
The final site plan shall show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. The solid waste container(s) shall not be located adjacent to any single family houses or directly adjacent to the public street. Dumpsters shall be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation shall be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
 7. **CONSTRUCTION WORK**
For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant shall submit the following:
 - a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - c. A copy of all required County and State permits (If permits are pending attach a copy of the application)

INFORMATIONAL COMMENTS

Parks

Recommend for approval.

Solid Waste

No review required.

Wastewater

Wastewater Division Review of the building permit plans is required. The Lake Nona Development Master Plan may need to be amended to incorporate the sewer flows to be generated by the proposed development. Contact Lake Nona Development.

OUC

Submit detailed water utility plans to Orlando Utilities Commission Development Services when they have been developed. See our Website for submittal information <http://www.ouc.com/business/water-services>.

Police

The Orlando Police Department has reviewed the plans for Lake Nona Parcel 10 Lot 1 SPMP (corporate training facility) located at 9689 Lake Nona Blvd., utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

CPTED conditions will be emailed to the client by the Project Manager with the City. For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

CONTACT INFORMATION

City Planning

For questions regarding City Planning review, please contact Michelle Beamon at 407.246.3145 or michelle.beamon@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, please contact Jason Burton at 407.246.3389 or jason.burton@cityoforlando.net.

Transportation Planning

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or john.rhoades@cityoforlando.net.

Transportation Engineering

For questions regarding Transportation Engineering plan review, please contact Lauren Torres at 407.246.3220 or lauren.torres@cityoforlando.net.

Police

For questions regarding Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

Wastewater

For questions regarding Wastewater review, please contact Vince Genco at 407.246.3722 or at vince.genco@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Appearance Review by the Urban Design staff.
3. Building permits.